



INDEPENDENT TRANSPORT COMMISSION

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MEDIA RELEASE

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PUBLIC TRANSPORT ILL-PREPARED FOR MOVE TOWARDS 24/7 SOCIETY

Public Transport is ill-prepared for moves towards a 24 hour 7 day society, leaving cars to take up the demand, according to a new report issued by the Independent Transport Commission today (Thursday 14th April)

Following the Department for Transport's recent initiative to encourage more flexible working hours, new research shows that British society is increasingly adopting working and living patterns that reflect a 24 hour 7 day lifestyle. By 2020 it is estimated that each day 13 million people, a quarter of the adult population, will make use of the hours between 6pm and 9am for shopping, visiting, entertainment and work.

The researchers for the Independent Transport Commission investigated the implications of these moves for the transport industry across all travel modes.

Results suggested that there are considerable operational difficulties for many parts of the transport system in moving to continuous 24 hour provision. This was particularly so for rail, due to lack of capacity and windows for infrastructure maintenance, but also air travel, which is constrained by national and international policy and regulations. Other Obstacles include the need for increased security, staffing attitudes and costs, maintenance and operational problems, legislation and industry conservatism.

Road transport, however, is much better placed to adapt to the needs of a fast developing 24 hour 7 day society. Buses and Coaches face fewer problems with capacity and maintenance. The logistics industry is already operating under a 24 hour cycle due to the global nature of the supply chain, changing retail hours, increasing home deliveries and the need to avoid road congestion although regulation such as the London night time lorry ban and Sunday trading hours are a

The Commission

Alan Baxter, Kristine Beuret OBE, Mary Bonar, John Dawson, Elizabeth Gilliard, Nicholas Finney OBE, Dr Stephen Hickey, Nigel Hugill, Professor Peter Jones, Simon Linnett, Dr Gregory Marsden, Steve Norris, Nicola Shaw, William Tyson OBE, Professor John Worthington

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constraint. And of all modes personal car travel is best placed to adapt to a 24/7 lifestyle: an issue that is likely to be encouraged under any congestion charging regime.

Policy makers need to anticipate these changes as society increasingly adopts a 24 hour 7 day lifestyle. *'If the public transport system doesn't respond to rising consumer demand for 24/7 services the gains in carbon emissions from new technology will be cancelled out by increased car use,* explained the lead author Kris Beuret OBE. *'The challenge is to all sections of the transport industry and government to do more to address these issues and develop policy responses rather than watch it happening incrementally by default.'*

- ENDS -

Notes for Editors

For further information please contact the ITC Secretary Dr Matthew Niblett on mobile 078 1317 4582, email matthew.niblett@keble.oxon.org .

1. This Occasional Paper has been produced by the Independent Transport Commission as part of its mission to encourage debate about issues not currently being addressed. A copy of the full report is available on request. It can also be viewed on the ITC website at theitc.org.uk .
2. The contents have been edited by Kris Beuret OBE and Matthew Niblett and developed via contributions and discussions with a number of people including Roger Hall and also members of the Transport Associates Network John Austin, Henri Chua, Alastair Duff and Nigel Fulford. Lead author Kris Beuret is available for interview upon request.
3. This paper will be followed by a special ITC Discussion Evening on 14 April 2011 led by Professor John Worthington, Professor Marion Roberts, and Steve Agg, the Chief Executive of the CILT. For more details please contact the ITC Secretary.
4. The ITC, founded in 1999, is Britain's leading independent think tank investigating issues in planning, transport and land use. It has 15 unpaid Members, a small Secretariat and connections with the Universities of Southampton and Oxford. Simon Linnett, executive Vice-Chairman of Rothschild is the current ITC Chairman. The Commission's core funders are Go-Ahead Group and Stagecoach Group.

Members of the ITC:

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